

Appendix O

Public Hearing Transcript (September 22, 2011)

PUBLIC HEARING

RE: CROSSTOWN PARKWAY EXTENSION PD&E - EIS

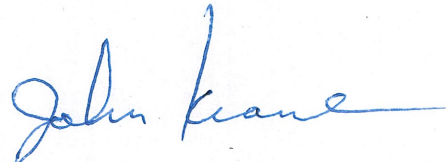
9221 S.E. Civic Center Place
Port St. Lucie, Florida 34952

September 22, 2011

6:00 p.m. - 8:40 p.m.

IN ATTENDANCE:

John Krane, Keith and Schnars



Michael L. Davis, Keith and Schnars

Jerry Bentrrott, PSL City Manager

Patricia Roebling, PSL City Engineer

Beatriz Caicedo-Maddison, FDOT District 4

P R O C E E D I N G S

MR. PERRY: Craig Perry and my address is 2150 Southwest Venus Street. I just wanted to say that I had great support for 2A or 1C and really, as a business owner in the town, it would be really, really helpful to have better transportation routes. So the faster the better, please.

MS. MILLER: Michele Miller and it's 8505 South Federal Highway in Port St. Lucie 34952.

Gary Moore, same address.

MR. MOORE: 1C for me.

MS. MILLER: I think 1C is the only option that makes the most business sense to connect both sides of the City. Thank you.

MR. FORMAN: William L. Forman, 2091 Southeast Giffen Avenue, Port St. Lucie. I would recommend option 1C, because there would be less residential impact, close to Route 1; Crosstown would intersect at Route 1 at an industrial area, as opposed to a residential area. There would be direct access to the hospital from out west. Village Green is already dual lane and the Crosstown would not be constructed next to any residential areas. That's about it.

1 MR. BATISTA: My name is Abraham Batista and
2 my address is 1313 Proctor Lane, Port St. Lucie,
3 West Virginia, right in the corner of what's
4 going on. What I want to know is are they going
5 to continue through West Virginia or are they
6 going to go through different routes? Because
7 they bought everybody -- practically everybody on
8 West Virginia, including my brother that was
9 right next to me. There's nine houses left right
10 on West Virginia and, you know, they bought a lot
11 of people out and these people didn't want to
12 move, but they bought them out. So I would like
13 to know why would they go any other way when they
14 already spend so much money buying all these
15 people's houses and there's only nine houses
16 left.

17 I don't think it makes any sense going any
18 other way, because now they're going to spend
19 more money buying other people's houses; and now
20 you're going to have a whole bunch of empty lots.
21 I would like to know what is it that they're
22 really going to do, are we going to continue
23 through West Virginia or are we going to go
24 through another direction, because I want them to
25 continue through West Virginia.

1 MR. LOMBARDI: Everybody wants that. The
2 City wanted that. The State insists -- They took
3 2A off, the City did. I have the documentation.
4 I was on the Mayor's committee four years ago.
5 I've been in the middle of this thing here. I
6 live across the street from here. They want to
7 bring that 2A right in front of my house.
8 There's no logic to it. You got to take 67
9 additional houses --

10 MR. BATISTA: Exactly.

11 MR. LOMBARDI: -- when you already condemned
12 the houses on West Virginia.

13 MR. BATISTA: There's nine houses left on
14 West Virginia.

15 MR. LOMBARDI: That's correct. There's no
16 logic to it at all, none. The logic is for some
17 reason the State insisted that 2A be put back on,
18 the Walters Terrace thing be put back on. Now,
19 there are people there who never expected to be
20 moved and now they're all getting wrecked. Now,
21 what happened to the guy who gave up his house
22 and now what happens to him?

23 MR. BATISTA: Like my brother next to me.

24 MR. LOMBARDI: Now he's gone, the house is
25 gone. Now what?

1 MR. BATISTA: Now he went and bought a
2 house -- he went and built a house in Savona and
3 it happens to be a Chinese drywall house. Now,
4 he's suffering because -- He was there for 17
5 years. The City bought him out and now he's
6 stuck with a house.

7 MR. LOMBARDI: In a nutshell, a lot of
8 hardship and turmoil and it really never had to
9 happen. A little better planning should have
10 occurred. There's no question about that. There
11 should have been permits that were secured long
12 ago, not now.

13 MR. BATISTA: That's right.

14 MR. LOMBARDI: Once you get into the grip of
15 the Environmental Protection anywhere in this
16 country, you've got large problems. They want to
17 count every bug, every squirrel, and to hell with
18 people. That's what it's all about.

19 MR. BATISTA: And that's wrong because
20 animals will find their ways right back.

21 MR. LOMBARDI: As far as this issue is
22 concerned, the original route, West Virginia
23 across to Village Green, was then and is now the
24 best and only way they should go.

25 MR. BATISTA: That's right. I agree with

1 you.

2 MR. LOMBARDI: Period. That's what it
3 should say. If you want to hear more politics, I
4 can give you more politics as to why they're not
5 going north. There are all kinds of reasons why,
6 but they're not really germane to the argument.

7 The simple fact, this gentleman has it
8 right, West Virginia, which is 1C.

9 My name is Ben Lombardi. I'm a board member
10 of the Villas of the Village Green and currently
11 I'm the vice president and hope to speak tonight.
12 There, I think I said enough.

13 MS. SIMMONS: Pat Simmons, 968 Southeast
14 Browning Avenue, Port St. Lucie. I have several
15 concerns. I live -- I just found out I live in
16 the zone that I will lose my house, if Walters
17 Terrace is chosen. My concern about that
18 farthest southern route, 2C and D I think it is,
19 there's a grade school right there and a daycare;
20 and the traffic is horrendous as it is. I have a
21 concern for the kids with that kind of a major
22 highway right next to a school. And also with
23 the daycare, it just doesn't seem like they're
24 taking that into effect. It's a family community
25 neighborhood, a lot of kids. A lot of us, most

1 of us have been there for over twenty years.
2 Also, it doesn't make any sense to me if they're
3 going West Virginia, why they would come six
4 blocks south and then have to turn to go across.
5 Why don't they just carry it across.

6 I understand there's -- it's the environment
7 versus people at this point and I get that.
8 That's why I'm here, I want to know more about
9 that. But I'm hoping that with having all that
10 said, they will take into account the schools and
11 the children and the traffic. That's it.

12 MS. CHRISTENSEN: Pat Christensen. I've
13 been a resident of the City for the last 27 years
14 and I feel very adamant that the 1C route would
15 be the best route for the west -- the Crosstown
16 Parkway bridge. It would be beneficial both for
17 economic purposes, as well as emergency access
18 route for when we have disasters, such as
19 hurricanes, and we have to do evacuations and so
20 on, in addition to the fact that as an economic
21 catalyst to spur more economic development along
22 the U.S.1 corridor.

23 MR. CHRISTENSEN: The same thing.

24 MS. CHRISTENSEN: He's with me.

25 MR. CHRISTENSEN: Frans, F-R-A-N-S,

1 Christensen.

2 MR. FERRARA: Mike Ferrara. My address is
3 1491 Southeast Asheville Court. That's Port
4 St. Lucie. I'd like to talk about the different
5 routes that they want to take. I'm proposing the
6 1C route and my reason for that is that it's
7 practically in the middle between Prima Vista and
8 Port St. Lucie Boulevard, so that you won't have
9 heavy congestion in one area.

10 If it goes with 6A, it'll be very close to
11 Prima Vista; and if you go to 2A, you'll be right
12 by Veterans Memorial Parkway, which will affect
13 me personally, because I happen to live right
14 there. But aside from that, it's just a question
15 of if you put it there, you're closer to Port
16 St. Lucie Boulevard and the traffic congestion
17 will be greater because people, instead of taking
18 Port St. Lucie Boulevard, that are in a hurry to
19 get to the west side will come to 2A. Same thing
20 with Prima Vista, they'll come to 2A rather than
21 go through all the lights getting up to the west
22 side. So I feel that -- that's why I feel that
23 the 1C route is the better route to take. It
24 brings you into Village Green Drive. It's all
25 commercial, there's no residential in that area.

1 And it also a quicker route to the hospital,
2 because there's no lights between U.S.1 and
3 Walton Road. There's only one light. After
4 that, you're right at the hospital. If you go
5 the other way, you've got the light at Walton
6 Road, you've got the light at Lyngate, and to get
7 the hospital another light almost by the
8 hospital. So it'd take much longer to get to the
9 hospital in an emergency than going through
10 Village Green Drive. That's what I feel.

11 Like I said, the State, the City and -- As
12 far as I know, the City is for the 1C route. I
13 was with the task force with the mayor that was
14 just here. She was the former mayor. And I
15 tried -- I went out and got petitions signed for
16 the 1C route so that we would let Tallahassee
17 know that this is the route that we prefer.

18 So far as I'm concerned, they're dragging
19 their feet because they're waiting for the
20 federal government to give the okay. From what I
21 understand, it's going to take, the completion,
22 till 2017, which is quite awhile.

23 Let me say the other reason for it is the
24 fact that once the downtown area gets built, say
25 within the next five to ten years, that's going

1 to be more traffic there. So 2A will be very,
2 very congested if that's the route that they
3 choose, because it's right where the downtown
4 area is going to start. So there'd be a lot of
5 traffic. This downtown area is supposed to have
6 a couple of office buildings, supposed to have a
7 lot of stores, restaurants. It's going to have
8 some homes being built here, as well as a hotel.
9 So there's a lot going on right here at this
10 particular area. We're going to normally have a
11 lot of traffic here once that is built. So
12 that's what they've got to consider when they
13 pick the route, as to which would be the least to
14 alleviate traffic and my suggestion is 1C.

15 MR. NILSSON: Don Nilsson, N-I-L-S-S-O-N,
16 1498 Southeast Ashford Place, Port St. Lucie.
17 Florida 34952, Villas of the Village Green
18 Property Owners Association and I'm the
19 President. We're very concerned about what route
20 they're going to take. As far as we're
21 concerned, we think the best route would be 1C
22 connecting it up with Village Green. That's what
23 I've got to say. As far as we're concerned,
24 that's the best way to go.

25 MR. McAF00S: Richard McAfoos,

1 M-C-A-F-O-O-S, 1556 Southeast Westmoreland
2 Boulevard, Port St. Lucie 34952. 1C for me is
3 the only sensible, practical, effective and
4 efficient crossing to be selected, period. It's
5 the 1C.

6 MR. BENTROTT: It's seven o'clock and the
7 public hearing portion is ready to begin. My
8 name is Jerry Bentrrott. I'm the City Manager for
9 the City of Port St. Lucie. This is the hearing
10 relative to the Crosstown Parkway Extension PD&E
11 Study and Environmental Impact Statement. The
12 proposed project is to extend Crosstown Parkway
13 over the North Fork of the St. Lucie River
14 starting from Manth Lane over to U.S.1.

15 With me tonight here on the front table is:
16 Miss Beatriz Caicedo-Maddison. She's the project
17 manager for Florida Department of Transportation
18 District 4. Patricia Roebling, City Engineer,
19 for the City of Port St. Lucie. Michael Davis,
20 Vice President of Keith and Schnars, the
21 consultant for this project. And we have
22 Mr. John Krane, Director of Transportation
23 Planning for Keith and Schnars.

24 At this time, I would like to ask all the
25 other members of the project team from all the

1 consulting groups and the City staff who have
2 been working on this project for a very long
3 time, would you please stand.

4 Rather than try to name all the officials
5 that are here, and I know I would miss some, I
6 would please ask that all officials from the
7 City, County, State, federal agencies, South
8 Florida Water District, FDOT, would you all
9 please stand.

10 I'd also like to just convey my appreciation
11 to City staff and staff of Keith and Schnars for
12 setting up the room tonight. I think it's been
13 working out very well for people to observe the
14 various components and to get their comments in;
15 and I just want to thank all the staff and people
16 who have been working to get the room set up.

17 At this point, I'd like to get the lights
18 turned down. We're going to have a Power Point
19 presentation and then after that we will go into
20 the public hearing portion of the evening.

21 (Thereupon, the following Power Point
22 presentation was shown.)

23 The City of Port St. Lucie, in cooperation
24 with the Florida Department of Transportation,
25 welcomes you to this Public Hearing for the

1 Crosstown Parkway Extension Project Development
2 and Environment or PD&E study.

3 This project has been designated as an
4 Environmental Impact Statement which requires the
5 highest level of analysis, documentation and
6 review under the National Environmental Policy
7 Act or NEPA.

8 This public hearing is being held relative
9 to State Project Number 410844-1-A8-01,
10 Federal-aid Project Number 7777-087-A and
11 Efficient Transportation Decision Making Number
12 8247. The proposed project involves extending
13 Crosstown Parkway from Manth Lane across the
14 North Fork St. Lucie River to U.S.1, a distance
15 of approximately two miles in St. Lucie County,
16 Florida. The project study area shown here is
17 bordered on the north by Fallon Drive, on the
18 south by Thornhill Drive, on the west by Manth
19 Lane and on the east by U.S.1.

20 The purpose of this public hearing is to
21 share information with you, the public, about the
22 proposed project, the conceptual design, the
23 alternatives under study, and potential
24 beneficial and adverse, social, economic and
25 environmental impacts upon the community. This

1 public hearing also provides you an opportunity
2 to express your comments, views and concerns
3 regarding the project and its impacts upon the
4 community.

5 This public hearing is being held in
6 accordance with the Federal-aid Highway Act of
7 1968, as amended; 23 United States Code 128; 40
8 Code of Federal Regulations 1500 through 1508; 23
9 Code of Federal Regulations 771; Section 339.155,
10 Florida Statutes; Executive Order 11988,
11 Floodplain Management; and Executive Order 11990,
12 Protection of Wetlands.

13 This study is being conducted by the City of
14 Port St. Lucie through a Local Agency Program
15 Agreement with the Florida Department of
16 Transportation District 4, or FDOT. The Federal
17 Highway Administration, or FHWA, serves as the
18 lead agency. In addition, five cooperating
19 agencies provide input and guidance in their
20 areas of regulatory expertise.

21 Because this project involves a federal
22 action, approvals will be acquired from both the
23 FDOT and FHWA. Therefore, the project is being
24 undertaken in accordance with State and federal
25 regulations and guidelines.

1 This public hearing was advertised
2 consistent with the federal and State requirement
3 and is being conducted consistent with the
4 Americans with Disabilities Act of 1990. The
5 hearing was advertised in local newspapers, in
6 the Florida Administrative Weekly, through direct
7 mail-outs, in press releases, and on the project
8 website.

9 The FDOT is required to comply with various
10 non-discrimination laws and regulations,
11 including Title 6 of the Civil Rights Act of
12 1964. Public participation is solicited without
13 regard to race, color, national origin, age, sex,
14 religion, disability or family status. Persons
15 wishing to express their concerns about Title 6
16 may do so by contacting the offices shown here.
17 These offices are also identified in your handout
18 and on the display boards here tonight.

19 There are three primary components to
20 tonight's hearing. First, the open house, which
21 occurred prior to this presentation where you
22 were invited to view the project displays and to
23 speak directly with the project team. Second,
24 this presentation, which will explain the project
25 purpose and need, study alternatives, potential

1 impacts, both official and adverse, and proposed
2 methods to mitigate adverse project impacts; and
3 third, a formal comment period following this
4 presentation where you may provide oral
5 statements at the microphone.

6 This graphic illustrates the steps we are
7 following to comply with the PD&E and NEPA
8 regulations for this project. The steps are:
9 Defining the purpose and need for the project;
10 conducting the Efficient Transportation Decision
11 Making, or ETDM, programming screen and agency
12 coordination; development and evaluation of
13 alternatives to meet the purpose and need;
14 preparation of the Draft Environmental Impact
15 Statement which documents evaluation of
16 alternatives; continuous public involvement and
17 outreach, culminating in this public hearing;
18 selection of a preferred alternative; preparation
19 of the Final Environmental Impact Statement; and
20 approval of the project by FHWA through a Record
21 of Decision.

22 Many key milestones have been accomplished
23 on this project. The Project Kick-Off meetings
24 were held on July 10, 2008. Engineering and
25 environmental analyses were conducted and

1 accompanying Technical Reports were developed.
2 The Alternatives Public Workshop was held on June
3 4, 2009. The Draft Environmental Impact
4 Statement has been completed and was approved for
5 public availability by the FHWA on July 1, 2011.
6 And today we are at the project Public Hearing.

7 The Final Environmental Impact Statement is
8 scheduled to be completed by September of 2012
9 and FHWA's Record of Decision for this project is
10 anticipated for December of 2012. Public
11 involvement and outreach occurs throughout the
12 project.

13 Based on FHWA signing the Record of Decision
14 in December 2012, design is anticipated to be
15 completed in 2013. Right-of-way acquisition is
16 anticipated to be completed in 2014 and
17 construction is anticipated to be completed in
18 2017.

19 The purpose of this project is to provide
20 additional bridge capacity to accommodate the
21 existing and projected travel demand, and to
22 relieve the existing river crossings of their
23 highly congestive conditions.

24 The City of Port St. Lucie has experienced
25 substantial growth in the last two decades. As a

1 result of this growth, the Port St. Lucie
2 Boulevard and Prima Vista bridges both exceed
3 their daily capacity. In fact, the traffic
4 volume crossing the river is projected to
5 increase by over 48 percent by the year 2037.
6 This congestion will only get worse with
7 continued growth, resulting in delays to
8 motorists and negative impacts to emergency
9 response and safety.

10 While growth has slowed because of the
11 economic recession, the 2010 population
12 projections by the Bureau of Economic and
13 Business Research predicts that St. Lucie County
14 will have the fifth largest percentage increase
15 in population, 71 percent, out of all Florida
16 counties through 2035.

17 The need for a third river crossing is
18 identified in, and is consistent with, the City
19 of Port St. Lucie Comprehensive Plan, and the
20 St. Lucie County Transportation Planning
21 Organization's Regional Long-Range Transportation
22 Plan.

23 This project was screened through the FDOT
24 ETDM process, which is a desktop review by the
25 review and regulatory agencies. Their review

1 identified the issues and focus areas for the
2 project. FHWA subsequently determined that an
3 EIS should be prepared, and that this and further
4 coordination with the review by regulatory
5 agencies would be the best way to address their
6 issues.

7 Five corridors were evaluated in the initial
8 screening process to address the need for the
9 projected six-lane crossing. Based on the
10 analysis conducted, Corridor 5, the Crosstown
11 Parkway Corridor, was identified as the best
12 corridor to meet the needs of this project. The
13 result of the corridor selection process was
14 documented in the report titled: Analysis of
15 Potential River Crossing Corridors (To Reduce
16 River Congestion) June 2008.

17 The project typical section was also
18 established as part of the Corridor evaluation.
19 Two roadway typical sections were developed for
20 the project. West of the river, the proposed
21 typical section would be a suburban cross section
22 consisting of three 12-foot travel lanes and a
23 14-foot outside shoulder, including a 5-foot
24 paved designated bicycle lane, in each direction.
25 Travel lanes would be separated by a 32-foot

1 raised landscaped median with curb and gutter.
2 The proposed right-of-way width for the typical
3 section would be 330 feet.

4 East of the river, the proposed typical
5 section is a 6-lane divided urban section with
6 three 12-foot travel lanes, a 5-foot designated
7 bicycle lane and 8-foot sidewalks in each
8 direction, separated by a 30-foot raised grassed
9 median with curb and gutter. The proposed
10 right-of-way width for the typical section would
11 be 144 feet.

12 The proposed bridge typical section would
13 consist of two parallel twin structures, each
14 consisting of three 12-foot lanes, one-foot
15 six-and-a-half-inch wide traffic railing
16 barriers, an 8-foot inside shoulder, a 10-foot
17 outside shoulder and an 8-foot sidewalk with a
18 one-foot wide pedestrian/bicycle railing on each
19 structure. The proposed right-of-way width for
20 the bridge crossing typical section would be
21 160 feet.

22 In order to select a build alternative in
23 accordance with federal and State policy, there
24 are three steps that must be followed in a
25 sequential order. First, a proposed project must

1 avoid all impacts to the surrounding environment,
2 to the extent practicable; second, if impacts to
3 the surrounding environment cannot be avoided,
4 the impacts must be minimized to the extent
5 practical; and third, compensation must be made
6 for unavoidable impacts that have resulted from
7 the project.

8 Consistent with the NEPA requirements, a No
9 Build Alternative is considered for this project,
10 which does not construct a crossing of the river.
11 This alternative must be evaluated and carried
12 through the entire process. In addition to the
13 No Build Alternative, 13 build alternatives were
14 developed and analyzed for this study. Eleven of
15 the alternatives focus on construction of
16 additional roadway capacity to address the
17 project purpose and need; and two system
18 alternatives were developed which focus on
19 improving transportation system efficiency to
20 address the project purpose and need; a
21 multimodal alternative which considers
22 improvements to transit and a Transportation
23 System Management, or TSM, alternative which
24 considers low-cost improvements, such as
25 intersection geometry and signal timing.

1 The results of the analysis for the No Build
2 Alternative indicate that many area roadway
3 segments and intersections would be very
4 congested, operating at unacceptable levels of
5 service in the design year of 2037. Those
6 locations are indicated on these graphics by the
7 red lines and circles. The graphic on the left
8 shows the a.m. peak hour condition; and the
9 graphic on the right shows the p.m. peak hour
10 condition. It was concluded that the No Build
11 Alternative would not meet the project purpose
12 and need.

13 Based on the analysis to date, seven of the
14 alternatives have been dismissed from further
15 consideration. It was concluded that widening
16 the existing bridges, the cable-stayed bridge,
17 the tunnel, and the double decking of the
18 existing bridges were not practical alternatives.
19 Further, it was concluded that the construction
20 of flyover ramps at U.S.1 and Port St. Lucie
21 Boulevard, and implementation of either the
22 multimodal or the TSM alternatives would not meet
23 the project purpose and need.

24 Widening of the existing bridges was
25 considered at three different times during the

1 development of project alternatives. This
2 alternative was rejected each time because, even
3 with widening, both bridges would continue to
4 operate beyond their capacity. Again, the
5 graphic on the left is the a.m. peak hour
6 condition, and the graphic on the right is the
7 p.m. peak hour condition. Both existing bridges
8 and other area roadways and intersections would
9 be severely congested, denoted by the red lines
10 and circles indicated on these graphics; and this
11 alternative would not be able to service the
12 entire traffic demand that was forecasted to
13 cross the river. It was concluded that the
14 widening of the existing bridges would not meet
15 the project purpose and need.

16 The results of the analysis for a Tunnel
17 Alternative indicate that in order to avoid
18 impacts to wetlands and aquatic habitat, and come
19 back up to ground level at U.S.1, would require
20 that U.S.1 be realigned 1,600 feet eastward.
21 This would result in a substantial number of
22 additional residential and commercial
23 relocations. This alternative would have
24 equivalent social impacts to the community west
25 of the river, and the construction cost

1 associated with this alternative would be
2 substantially higher, more than four times
3 higher, than other build alternative options.
4 The Tunnel Alternative was eliminated from
5 further consideration as not being practicable.

6 The remaining six build alternatives under
7 consideration are shown here. As with each of
8 the build alternatives, Alternative 2A begins at
9 the intersection of Manth Lane and Crosstown
10 Parkway. It then travels southeast cutting
11 through the residential area to Walters Terrace,
12 then eastward along Walters Terrace. It crosses
13 Savannas Preserve State Park and the river, and
14 then connects to the existing Veterans Memorial
15 Parkway/Walton Road. From there, it continues
16 eastward along Walton Road to its intersection at
17 U.S. 1.

18 Alternative 2D travels northeast along West
19 Virginia Drive to its intersection with Floresta
20 Drive. From there, it turns south 90 degrees
21 along Floresta Drive to its intersection with
22 Walters Terrace. At that point, it turns east
23 90 degrees along Walters Terrace and continues
24 eastward along the same path as Alternative 2A.

25 Alternative 1C travels northeast along West

1 Virginia Drive, then crosses Savannas Preserve
2 State Park and the river, bending slightly
3 southward to its intersection with U.S.1, and its
4 intersection with Village Green Drive.

5 Alternative 1F travels northeast along West
6 Virginia Drive, then bends northeasterly across
7 Savannas Preserve State Park and the river. It
8 traverses eastward between the southern boundary
9 of La Buona Vita Village and the northern
10 boundary of Liberty Medical, to its eventual
11 terminus with U.S.1.

12 Alternative 6B travels northeast along West
13 Virginia Drive. East of Floresta Drive it
14 continues in a northeasterly direction cutting
15 through the residential area, and then crosses
16 Savannas Preserve State Park and the river. From
17 there, it bends east and follows the same path as
18 Alternative 1F between La Buona Vita and Liberty
19 Medical to U.S.1.

20 Alternative 6A travels northeast along West
21 Virginia Drive. At Floresta Drive it bends
22 northeast cutting through the residential area,
23 then crosses the river in a northeasterly
24 direction. It then bends eastward across the
25 northern boundary of La Buona Vita to its

1 eventual terminus at U.S.1 and its intersection
2 with Savanna Club Boulevard.

3 There are several criteria to consider in
4 the evaluation of alternatives. The most
5 important consideration is whether an alternative
6 meets the project's purpose and need. The other
7 criteria involve how a project impacts the
8 community, how a project impacts the natural
9 environment, how a project impacts the physical
10 environment, how much a project will cost, and
11 whether or not a project impacts publicly-owned
12 lands.

13 For this project, the important questions to
14 consider in assessing whether or not an
15 alternative meets the project purpose and need
16 are: Does the project improve the capacity
17 across the river? How well does the project
18 relieve congestion on key roadways and
19 intersections in the area? Does the alternative
20 provide relief to the existing Port St. Lucie
21 Boulevard and Prima Vista Boulevard bridges? Are
22 there other benefits or problems caused to the
23 transportation system that result from
24 implementation of the alternative?

25 Each of the build alternatives has a

1 positive impact to roadway capacity across the
2 river. Compared to the No Build, each build
3 alternative would provide capacity for an
4 additional 53,100 vehicles per day. Each of the
5 build alternatives would improve travel time
6 across the river. Assuming a trip from west of
7 the river to the medical center east of the
8 river, travel times would improve 3.4 to 9.6
9 minutes one way during the peak periods,
10 depending on which route one takes.

11 Each of the build alternatives reduces
12 congestion along area intersections and roadways;
13 however, they vary in their effectiveness. Based
14 on our evaluation, we have projected where
15 critical components of the roadway system will
16 still experience extreme congestion, even with
17 the construction of a new crossing. This table
18 summarizes where these hot-spot issues are
19 expected to remain, by alternative. The red Y's
20 indicate where hot spots or issues are expected
21 to exist, and the green N's indicate that a
22 particular issue will not exist.

23 For this project, the important questions to
24 consider in assessing how an alternative impacts
25 the community are: What benefits to the

1 community result from the project? And what
2 disruptions is caused to the community in terms
3 of relocations, mobility or cohesion?

4 All of the build alternatives create a
5 positive impact or benefit to the community in
6 terms of improved regional connectivity resulting
7 in less circuitous travel to get somewhere. Each
8 build alternative will relieve congestion to area
9 roadways. This results in more personal time for
10 motorists, less travel-related stress, and, over
11 the long term, helps to reduce area pollution and
12 greenhouse gas emissions.

13 Each build alternative will improve public
14 safety by: Contributing to more stable traffic
15 flows which reduces the potential for crashes; by
16 providing residents west of the river an
17 additional and more direct access to the regional
18 medical center located east of U.S.1 on Tiffany
19 Avenue/Lyngate Drive; by providing an additional
20 east-west evacuation route for the community east
21 of the river; and by providing exclusive bicycle
22 lanes and pedestrian ways where currently none
23 exist.

24 The construction of this project would
25 require the relocation of families and/or

1 businesses. The number and type of relocation
2 varies depending upon the alternative. The total
3 number of residential parcels impacted ranges
4 from a low of 140 for Alternative 1C to a high of
5 231 for Alternative 2D.

6 The number of commercial tenants impacted
7 ranges from a low of zero for Alternatives 2D and
8 1C, to a high of 14 for Alternative 1F and 6B.
9 More specific information is noted on displays
10 here tonight.

11 Two alternatives, 2A and 2B, would
12 indirectly affect Floresta Elementary School by
13 closing off access between Floresta Drive and
14 Bywood Avenue, thus requiring an adjustment to
15 the school's access.

16 The acquisition of property would be
17 conducted in accordance with the federal Uniform
18 Relocation Assistance and Real Property
19 Acquisition Policies Act of 1970, as amended,
20 commonly known as the Uniform Act. The Uniform
21 Act requires that impacted property owners be
22 justly compensated and treated in a fair and
23 equitable manner.

24 In addition to receiving just compensation
25 for your property, you may also be eligible for

1 relocation assistance benefits, including
2 advisory services and certain payments. Again,
3 relocation assistance would be provided in
4 accordance with the federal Uniform Act.

5 An important word of caution: If you move
6 before you receive notification of the relocation
7 benefits to which you may be entitled, your
8 benefits may be jeopardized.

9 Our acquisition and relocation specialists
10 are here tonight. If you did not have the
11 opportunity to speak with them during the Open
12 House portion of tonight's event, they will be
13 available after the formal comment period to
14 answer your questions.

15 All build alternatives would enhance
16 regional mobility by providing a connection
17 across the physical barrier of the river.

18 In contrast to the regional benefit, all
19 build alternatives would affect local community
20 mobility and cohesion by constructing a new
21 6-lane parkway through established communities,
22 thereby removing residents and homes from the
23 project's path; and by dividing the neighborhoods
24 north and south of the new parkway. The impacts
25 become more substantial where a roadway alignment

1 cuts diagonally through a neighborhood.

2 As alternatives were developed, efforts were
3 made to minimize the impacts to the local
4 communities, but all build alternatives would
5 still introduce some dead-end streets,
6 cul-de-sacs and street realignments to
7 residential roads abutting the project. New
8 dead-end streets are identified here by orange
9 diamonds. New cul-de-sacs are shown in pink and
10 new street realignments are shown in red.

11 Alternative 2A, shown here, traverses
12 diagonally across four residential streets near
13 the western terminus. The route for Alternative
14 2A would have less disruption to local community
15 cohesion as compared to Alternatives 2D, 1F, 6B
16 and 6A; however, because of an existing canal,
17 that already provides a barrier to north-south
18 mobility. This alternative indirectly affects
19 Floresta Elementary School by closing Bywood
20 Avenue to and from Floresta Drive, which would
21 require motorists to seek an alternative route to
22 and from the school.

23 Alternative 2A would also impact the
24 community on the north side of Crosstown Parkway
25 Extension near its western terminus at U.S.1.

1 Currently this community uses Southeast High
2 Point Drive to enter and exit from. If this
3 alternative is constructed, a median will be
4 introduced so that access at this location would
5 be right-turn in and right-turn out only. To
6 compensate for this impact, a new entry point
7 would be provided to Southeast Oakmont Lane near
8 the southwestern corner of the community. A new
9 signal would be constructed at the newly created
10 intersection of Crosstown Parkway Extension and
11 Veterans Memorial Parkway/Southeast Oakmont Lane.

12 Alternative 2D would be constructed along
13 the existing alignments of portions West Virginia
14 Drive, Floresta Drive, Walters Terrace and
15 Veterans Memorial Parkway, which generally
16 minimizes cohesion and mobility impacts to the
17 remaining community. However, this alternative
18 would have a substantial impact to the cohesion,
19 mobility, and safety for one neighborhood. It
20 would partially isolate the area east of Floresta
21 Drive between West Virginia Drive and Walters
22 Terrace. The only access into and out of the
23 community would be via West Virginia Drive. This
24 alternative would have the same impact as
25 Alternative 2A on Floresta Elementary School, due

1 to the closure of Bywood Avenue. Additionally,
2 this alternative would use 1.06 acres of Kiwanis
3 Park frontage.

4 East of the river Alternative 2D would have
5 the same impacts to the community as Alternative
6 2A.

7 Alternative 1C would be constructed along
8 the existing alignment of West Virginia Drive on
9 the west side of the river, and it would not pass
10 through, or near, any residential or commercial
11 areas on the east side of the river, resulting in
12 the least amount of impact to mobility and
13 community cohesion of all build alternatives. No
14 community facilities would be directly or
15 indirectly affected by this alternative.

16 However, this alternative would require the
17 relocation of Halpatiokee Canoe and Nature Trail
18 within Savannas Preserve State Park. Note that
19 while other build alternatives do not directly
20 impact this area, the relocation of the trail and
21 canoe launch has been included as part of project
22 mitigation for all build alternatives.

23 Alternative 1F would follow the same route
24 as 1C along the existing alignment of West
25 Virginia Drive on the west side of the river. On

1 the east side of the river, this alternative
2 traverses along the southern boundary of La Buona
3 Vita neighborhood.

4 Because this alternative would remove 21
5 residences from La Buona Vita, a cooperative
6 community, the remaining residents would bear an
7 increased financial burden, since the community's
8 operation and maintenance costs would be
9 distributed among fewer owners.

10 Where this alternative ties into U.S.1,
11 median revisions along U.S.1 will be necessary.
12 Access to Liberty Medical along U.S.1 is
13 currently served by a northbound left-turn lane
14 from U.S.1. That median opening would be closed
15 and the movement would be accommodated through a
16 northbound to southbound u-turn movement at the
17 new intersection of the Crosstown Parkway
18 Extension. No community facilities would be
19 directly or indirectly affected by this
20 alternative.

21 Alternative 6B would partially follow the
22 alignment of existing West Virginia Drive on the
23 west side of the river, but would have more
24 community impacts than Alternative 1F due to its
25 diagonal alignment through the neighborhood as it

1 approaches the river. It would cut through three
2 local east-west streets before elevating over
3 Coral Reef Street.

4 East of the river this alternative has the
5 same impacts to La Buona Vita as Alternative 1F,
6 and this alternative would have the same impact
7 to medians along U.S.1, as well.

8 Alternative 6A would have substantial
9 community impacts on both sides of the river.
10 The alignment partially follows existing West
11 Virginia Drive on the west side of the river, but
12 it would cut diagonally through the neighborhood
13 east of Floresta Drive, approximately half a
14 mile. There it would cut across six residential
15 streets, resulting in substantial impacts to
16 local cohesion and mobility in this community.

17 East of the river Alternative 6A traverses
18 along the north boundary of La Buona Vita to
19 U.S.1 at Savanna Club Boulevard. This
20 alternative would require relocation of the
21 access driveway to and from La Buona Vita
22 community. The driveway is currently the west
23 leg of an intersection at U.S.1 with Savanna Club
24 Boulevard. The proposed Crosstown Parkway
25 Extension, 6A, would become the west leg of this

1 intersection. The existing access to La Buona
2 Vita would be relocated to Mary Ann Lane, off of
3 the proposed Crosstown Parkway Extension, and
4 would access what is now the northwest rear
5 corner of the community. This new access road
6 would change traffic flows within the community,
7 increasing vehicular activity in the vicinity of
8 the new access road.

9 For this project, the important questions to
10 consider in assessing how an alternative impacts
11 the natural environment are: How are wetlands
12 and uplands impacted? Are protected species
13 impacted? And can impacts be mitigated?

14 Based on the information collected for this
15 study, including field surveys, there are several
16 species that could be found in the study area.
17 For federally-listed species, the proposed
18 project may affect, but is not likely to
19 adversely affect the six plant and animal species
20 noted here. This determination is true for all
21 build alternatives.

22 For State-listed species, the proposed
23 project could affect the eight plant and animal
24 species noted here. This determination is true
25 for all build alternatives.

1 All build alternatives would affect
2 essential fish habitat, which includes mangroves,
3 freshwater wetlands and the open water habitats.
4 Direct impacts to these habitats vary by build
5 alternative and range from a low of 8.56 acres
6 for Alternative 6A to a high of 11.95 acres for
7 Alternative 1C. The federally-managed species
8 include three shrimp species and seven fish
9 species.

10 Impacts to the natural environment vary by
11 alternative and the resource being considered.

12 Wetland impacts range from 7.6 acres for
13 Alternative 6B to 10.2 acres for Alternative 1C.
14 Upland impacts range from 0.2 acres for
15 Alternative 6A to 7.6 acres for Alternatives 2A
16 and 2D. Impacts to Sovereign Submerged Lands
17 range from 0.8 eight acres for Alternative 6A to
18 2.3 acres for Alternatives 2A and 2D, and is
19 mostly due to shading by the proposed bridge.
20 The total impacts to the natural habitats range
21 from 8.8 acres for Alternative 6A to 18.5 acres
22 for Alternative 1C.

23 Minimization techniques were incorporated
24 into the development of the six build
25 alternatives. Some of the more important

1 techniques are: The bridging of environmentally
2 sensitive land, avoiding temporary filling of
3 wetlands during construction, maximizing span
4 lengths to reduce impacts from bridge pier bents
5 and committing to a top-down construction
6 technique or the use of temporary platforms and
7 trestles.

8 To address unavoidable impacts, a mitigation
9 plan has been developed in cooperation with the
10 regulatory and review agencies to offset
11 anticipated impacts. The first part of the
12 mitigation plan was developed to offset the
13 impacts associated with securing an easement to
14 cross the State-owned lands. This mitigation is
15 known as proprietary mitigation.

16 The City of Port St. Lucie and the FDEP
17 reached an agreement on specific mitigation
18 measures, if a build alternative is selected.
19 The mitigation would be the same for all build
20 alternatives and would include: Land
21 acquisition, water quality improvements, and
22 trail and other recreational opportunities. The
23 City of Port St. Lucie will purchase
24 approximately 110 acres of land identified by the
25 FDEP as priority sites. This land would be

1 conveyed to the State for its use.

2 The City will also construct four
3 restoration projects to improve water quality
4 which would deepen downstream connections, remove
5 downstream shoals, remove exotic species, and
6 restore river hydrology.

7 Several improvements to enhance recreational
8 and educational opportunities would be provided.
9 These are: Construction of Savannas County Park
10 Trail and one or two more of the following:
11 Relocation of Halpatiokee canoe launch;
12 improvements to Savannas Preserve State Park
13 Education Center; and improvements to the
14 Savannas Preserve State Park canoe and kayak
15 launch.

16 The benefits of the proprietary mitigation
17 are: Increased State parkland area and wildlife
18 habitat; improved water quality and aquatic
19 habitat; and enhanced recreational opportunities.

20 The second part of the mitigation plan
21 addresses the environmental impacts based upon
22 the regulatory permitting process. To address
23 regulatory mitigation, the City will develop the
24 Platt's Creek Restoration project and contribute
25 to the Bear Creek Mitigation Bank. The Platt's

1 Creek restoration project is a restoration
2 project developed in collaboration with St. Lucie
3 County to compensate for wetland impacts.

4 The City's contribution to the Bear Creek
5 Mitigation Bank will offset impacts to mangroves.

6 The benefits of the regulatory mitigation
7 are: The creation of new wetlands, while
8 removing invasive vegetation; increase wildlife
9 habitat; and ensuring that Platt's Creek remains
10 a public conservation use.

11 For this project, the important questions to
12 consider in assessing how an alternative impacts
13 the physical environment are: Would the
14 construction of an alternative have any
15 contaminated sites proximate to the alignment
16 that could complicate construction? Does an
17 alternative increase air pollution? Can impacts
18 on water quality be mitigated? And can noise
19 pollution be adequately mitigated?

20 There are no known contamination sites
21 within the project right-of-way which would
22 impact the construction of any build alternative.

23 Air quality would not be impacted by any of
24 the build alternatives. There is a potential for
25 improved air quality due to the reduced

1 congestion resulting from the project. This
2 project meets the maximum air quality standards
3 established by the U.S. Environmental Protection
4 Agency.

5 The project study area is located within the
6 North Fork St. Lucie River Aquatic Preserve,
7 which is also designated as an Outstanding
8 Florida Water. As such, all build alternatives
9 would be designed to strictly adhere to State and
10 regional regulatory criteria to avoid impacts to
11 this important aquatic system.

12 All build alternatives would include a
13 drainage and stormwater management system that
14 would provide pretreatment at 150 percent of the
15 required water quality treatment volume for
16 stormwater runoff prior to discharge to the river
17 or its tributaries.

18 In addition to these measures, the proposed
19 mitigation plan includes water quality
20 improvement projects that would improve overall
21 water quality in the Aquatic Preserve.

22 FHWA criteria for noise abatement and cost
23 reasonableness were used to identify residents
24 impacted by noise and potential noise wall
25 locations. Noise walls were found to be

1 effective and cost reasonable at various
2 locations along each of the proposed build
3 alternatives, and are shown on displays here
4 tonight.

5 If a build alternative is selected, surveys
6 of the community will be conducted during the
7 design phase to solicit additional input from the
8 impacted residents on the desirability and type
9 of walls to be implemented.

10 Cost estimates were prepared for each build
11 alternative based on costs for roadway design,
12 right-of-way, utilities relocations,
13 construction, construction engineering
14 inspection, and mitigation. The estimated
15 project costs by alternative range from a low of
16 \$118.85 million for Alternative 6B to a high of
17 \$167.8 million for Alternative 2D. These costs
18 are preliminary and will be refined if a build
19 alternative is selected.

20 For this project, the important questions to
21 consider in assessing how an alternative impacts
22 parks or other public lands are: Which public
23 lands are impacted? Can impacts be avoided? Are
24 alternatives feasible and prudent? And can
25 impacts be mitigated?

1 The Department of Transportation Act of 1966
2 included a special provision, Section 4(f), which
3 stipulated that the FHWA and other DOT agencies
4 cannot approve the use of land from
5 publicly-owned parks, recreational areas,
6 wildlife and waterfowl refuges, or public and
7 private historical sites unless the following
8 conditions apply: There is no feasible and
9 prudent alternative to the use of such land, and
10 the action includes all possible planning to
11 minimize harm to the property resulting from the
12 use.

13 The FHWA has made a determination that there
14 are three Section 4(f) properties within the
15 project study area: The North Fork St. Lucie
16 River Aquatic Preserve; the Savannas Preserve
17 State Park; and Kiwanis Park.

18 As explained here tonight, there are
19 advantages and disadvantages associated with each
20 build alternative and the No Build alternative.
21 Summaries of this information are contained on
22 displays here tonight.

23 A Draft Section 4(f) evaluation was included
24 in the DEIS signed by FHWA. Based on the
25 evaluation: There does not appear to be an

1 avoidance alternative that is feasible and
2 prudent, as defined in Section 4(f).
3 Alternatives 2D, 1F, 6A and 6B do not appear to
4 be prudent because of their severe social and
5 community impacts. Alternatives 2A and 1C do
6 appear to be both feasible and prudent.

7 A conceptual mitigation plan has been
8 developed to compensate for use of Section 4(f)
9 lands. With the proposed mitigation plan,
10 Alternative 1C appears to have the least net harm
11 to Section 4(f) resources and the social
12 environment. These findings are preliminary and
13 a final determination will be issued on this
14 issue by FHWA prior to approving the final
15 Environmental Impact Statement.

16 The analysis and evaluation of alternatives
17 are documented in the DEIS and technical support
18 documents. These documents were developed in
19 coordination with the regulatory and review
20 agencies.

21 The DEIS was approved by FHWA for public
22 availability on July 1, 2011 and the Notice of
23 Availability was published in the Federal
24 Register on August 19, 2011. The PD&E documents
25 were available for public review at the City

1 Hall, the City Engineering Building, and the FDOT
2 Fort Lauderdale headquarters. They are also
3 available on the project website, and are
4 available here tonight for anyone who wishes to
5 examine them.

6 Approval of the DEIS allowed us to hold
7 today's public hearing; and we want to receive
8 your input.

9 There have been various opportunities for
10 the public and agencies to provide input and
11 receive information throughout the project,
12 including: Workshops, monthly project meetings,
13 this public hearing, newsletters, the project
14 website, the public hotline and the ETDM project
15 website. We welcome any oral or written comments
16 that you might have that will help us make this
17 important decision.

18 At the conclusion of this presentation, our
19 personnel will distribute speaker cards to those
20 in the audience that have not received one and
21 would like to make a statement. A court reporter
22 will record your statement and a verbatim
23 transcript will be made of all oral proceedings
24 of this hearing. If you do not wish to speak at
25 the microphone, you may provide your comments in

1 writing at the comment tables. Also written
2 statements or exhibits may be presented instead
3 of or in addition to comments provided tonight.
4 Each method of submitting comments carries equal
5 weight. No extra consideration is given to oral
6 comments over written comments.

7 Written comments received or postmarked by
8 October 3, 2011 will be documented as part of
9 this hearing. All written documents should be
10 mailed to the attention of Patricia Roebeling,
11 P.E., City Engineer, 121 S.W. Port St. Lucie
12 Boulevard, Port St. Lucie, Florida 34984. This
13 address is also found in your handout.

14 The next step is to incorporate your input
15 into our decision-making process. After the
16 comment period closes and your input has been
17 considered, a Preferred Alternative will be
18 selected and the Final Environmental Impact
19 Statement will be prepared and submitted to FHWA
20 for review and approval. FHWA is anticipated to
21 sign the Record of Decision in December of 2012,
22 which is the final step in the EIS process.

23 This project has and will continue to be
24 undertaken in accordance with all applicable
25 State and federal rules and regulations.

1 This concludes our presentation.

2 (Thereupon, the Power Point presentation was
3 concluded.)

4 MR. BENTROTT: Can I get the lights turned
5 back on, please. We'll now turn the next portion
6 of the public hearing over to Mr. Michael Davis,
7 with Keith and Schnars Engineering.

8 MR. DAVIS: Thank you, Mr. Bentrrott. On
9 behalf of the City and the consulting team, we
10 want to thank you for coming out tonight and
11 taking your evening and sharing your thoughts
12 about this very important project. Anyone
13 desiring to make a statement or present written
14 views and/or exhibits relevant to the location,
15 conceptual design, socioeconomic effects or
16 impacts on the environment as a result of this
17 project will now have an opportunity to do so.

18 This is an opportunity for you to formally
19 present your comments, opinions and ideas about
20 the project for the permanent record. We ask
21 that you limit your comments to two minutes. If
22 you have additional comments, you may continue
23 after other people have had the opportunity to
24 speak. We will have staff available after the
25 comment period to address any questions

1 one-on-one.

2 If you are holding a speaker card, please
3 pass your card to the aisle and our staff will
4 collect them. If you have not received a card
5 and wish to speak, please raise your hand and our
6 staff will provide you with one.

7 I would like to remind you that this is not
8 a question and answer session and this is not a
9 debate. This is an opportunity for you to
10 provide your input for consideration by our
11 project team as we move forward in selecting the
12 final alternative. Staff will remain after our
13 public comment period to address specific
14 questions and concerns. Also, if anyone requires
15 project information in Spanish, Miss Veronica
16 Altove and Miss Maria Anaya of the project team
17 will be available for public comment after the
18 public period to assist you.

19 (Thereupon, the previous instruction was
20 reiterated in Spanish.)

21 MR. DAVIS: Thank you, Veronica.

22 I'd first like to ask: Are there any
23 elected or public officials who would like to
24 make a comment at this time? Any elected public
25 officials who'd like to make a comment? Seeing

1 none, I'll ask: Are there any officials
2 representing federal, state or local government
3 agencies who would like to make a comment at this
4 time?

5 We will now call on those of you who turned
6 in speaker cards. When you come forward, please
7 state your name and address. If you represent an
8 organization, municipality or other public
9 entity, we would appreciate that information, as
10 well. Please use the microphone so that our
11 reporter will be sure to get a complete record of
12 your comments. Just speak naturally. The volume
13 will be adjusted so that the rest of us can hear
14 you.

15 Mr. Krane will call the first speaker.

16 MR. KRANE: Thank you. The court reporter
17 also asks that you please spell your first name
18 and last name when you approach the microphone.

19 The first speaker is Bob Brown.

20 MR. BROWN: My name is Robert Brown,
21 R-O-B-E-R-T, B-R-O-W-N, standard, conventional
22 spelling. I live at 1297 Southeast Coral Reef
23 Street, which is located just a couple of blocks,
24 real close to the 1C and 1F alternatives. I
25 appreciate the efforts of everyone trying to keep

1 this project moving. We've been in our residence
2 for going on 14 years now and this project has
3 been going on at least 16, 17 years that I'm
4 aware of. So keep the project going.

5 To me, the 1C and 1F make the most sense for
6 the project, even though personal impact would be
7 most because it's close to directly to our
8 residents. Still seems to make the most sense.
9 I just would ask one thing be considered as you
10 work your way through this process and that is
11 take a look currently at the West
12 Virginia/Floresta intersection.

13 Since the western portion of Crosstown is
14 complete, the traffic through that intersection
15 has increased dramatically. There have been a
16 number of accidents and an even greater number of
17 near misses; and during the rush hours, it's very
18 tough for people on either side of Floresta to
19 get out through that area to hang a left on
20 either side from Floresta to get across one lane
21 of traffic. There is no traffic flow control
22 from Thornhill all the way up to Prima Vista now.
23 So that's been a bit of problem for the
24 neighborhood and would appreciate it if something
25 could be looked at there before 2017, when

1 hopefully everything gets completed. Thank you
2 very much.

3 MR. KRANE: I'll now call Mr. Henry Flower.

4 Ladies and gentlemen, when you come up to
5 speak, if you could be mindful of staying close
6 to the microphone. It's a little hard for some
7 of the people in the back and volume only goes so
8 high. Try to keep that in mind. It might seem
9 loud to you, but for other people in the room, it
10 would be very helpful.

11 MR. FLOWER: Henry Flower. I live at 951
12 Southeast West Virginia Drive. I've lived there
13 for 32 years. I have an issue with moving
14 because I have a home-based business, which I run
15 out of my house. I also am a very handy man. I
16 do all my own work. I do all my other automotive
17 work, all my home repairs, electrical work.
18 Anything that has to be done, anything like that
19 I have to do it myself because I can't afford to
20 pay other people to do that.

21 I'm sure a lot of other people here are in
22 the same situation, especially right now with the
23 economy very, very low. And my situation is I
24 have collected all kinds of tools and supplies
25 that are in my attic and my two-car garage and

1 especially in my den where my office is I have
2 all kinds of shelving and stuff, equipment,
3 computers, books and records and so forth. And I
4 live alone. I would have to move all this stuff
5 myself, because I have it all memorized right
6 now. I always put things away in one spot so I
7 can go to it when I need it. It'd take me about
8 ten years to get reorganized, if I'm required to
9 move. With all the other economic things, I'd
10 greatly appreciate -- As I explained to the
11 people over here, it's still going to be real
12 onus on me.

13 MR. KRANE: Suzanne Eovaldi.

14 MS. EOVALDI: Yes, my name is Suzanne,
15 S-U-Z-A-N-N-E, last name is E-O-V-A-L-D-I; 749
16 Southwest Aruba Bay, Port St. Lucie. This Power
17 Point presentation I find to have been merely a
18 Hobson's choice to point you all in the direction
19 of choosing 1C, which is abhorrent. The trauma
20 of destroying Florida's ancient ecosystem to
21 bring down the enormous bridge over the St. Lucie
22 River savanna at U.S.1 will be irrevocable,
23 irresponsible, irreverent and irretractable
24 (sic). You may not break and destroy that which
25 is not yours to ruin. This pristine savanna, a

1 treeless plain, surrounds ancient trees whose
2 roots reach back for eons. The horsetail plant
3 is one of our planet's oldest living organisms.
4 It's used for medicinal purposes. The very rare
5 pipefish can only survive and thrive in the North
6 Fork. These receive very little mention in your
7 presentation. Beautiful birds, leaves from
8 ancient canopies, mangroves, they are not yours
9 to destroy.

10 I'll conclude by reading a brief excerpt
11 from Mark Twain's Life on the Mississippi: "I
12 still keep in mind a certain wonderful sunset
13 which I witnessed when steamboating was new to
14 me. A broad expanse of the river was turned to
15 blood; in the middle distance a red hue
16 brightened into gold, through which a solitary
17 log came floating, black and conspicuous; in one
18 place a long slanting mark. The somber shadow
19 that fell from this forest was broken in one
20 place by a long, ruffled trail that shone like
21 silver."

22 1C will destroy all of this. It has to
23 cross the river in three places and it's second
24 most costly. Thank you.

25 MR. KRANE: Next speaker is David Kaplan.

1 MR. KAPLAN: My name is David Kaplan;
2 D-A-V-I-D, K-A-P-L-A-N. I live at 410 Southeast
3 Naranja Avenue. I applaud your foresight in
4 building the Crosstown Parkway. As President of
5 River Park Homeowner's Association, I have heard
6 an unhealthy condition of our residents living
7 along Prima Vista due to the proximity to heavy
8 traffic.

9 If only our forefathers had the insight of
10 the Crosstown Parkway concept back then, how nice
11 it would be. I wish to remind you of City
12 Engineer's letter dated November 25, 2008.
13 Mr. England states that the Coast Guard
14 guidelines state that the bridge height must be
15 18.5 feet mean high water. I beg to differ with
16 him, as this is the minimum height, due to the
17 buoy tenders eighth requirement.

18 Please consider clearance height 25 foot
19 plus in order to allow larger watercraft up our
20 river. Please invoke the same foresight used
21 above and visualize an active waterway creating
22 this bridge and rebuilding Port St. Lucie
23 Boulevard to a higher elevation or a draw bridge.
24 Thank you.

25 MR. KRANE: The next speaker is Robert

1 Riley.

2 MR. RILEY: My name is Robert Reily,
3 R-O-B-E-R-T, R-I-L-E-Y. I live at 1337 Southeast
4 Ocean Lane, Port St. Lucie. I have two subjects.
5 One is a complaint similar to Mr. Brown's. The
6 corner lots on West Virginia have bushes growing
7 up that prevent the vision of oncoming traffic
8 when you go to cross and pull out. I was almost
9 hit tonight coming over here. There's no reason
10 I can see that these bushes can't be removed,
11 since all that's going to be removed eventually
12 anyhow, and to prevent an unsafe condition. If
13 they don't know where they are, send them over to
14 my house and I'll show it to them.

15 The second thing is I have a suggestion.
16 I'm under the impression that this road will go
17 into Walton Road or to Veterans Parkway to Walton
18 Road. Walton Road should be extended and a
19 causeway put in over to Hutchinson Island. This
20 causeway, of course, would be good for the people
21 that live there and people on Hutchinson Island.
22 It could have boat ramps and picnic areas and we
23 won't have to use Martin County's causeway or
24 listen to their gripe all the time.

25 Along with that, it will provide an escape

1 route in the event of hurricane or tsunami.

2 There's so many benefits that the community would
3 gain from this. I'll tell you how to get this.

4 We have a nuclear power plant sitting on a
5 beach. That power plant can be attacked by
6 terrorist. I'm not trying to scare you, but this
7 is the truth. What you do, get someone from the
8 State with political influence to contact the
9 Director of Homeland Security Agency in D.C. and
10 put in a claim to have an escape route from
11 Hutchinson Island --

12 MR. KRANE: Two minutes. Please bring your
13 remarks to a close. That was our two-minute
14 limit. If you still have more comments, at the
15 end of the speakers, you're invited to come up
16 and speak some more.

17 MR. RILEY: Thank you.

18 MR. KRANE: Pat Simmons.

19 MS. SIMMONS: Pat Simmons, P-A-T, last name
20 S-I-M-M-O-N-S. I live at 968 Southwest S.E.
21 Browning Avenue. Sorry, I apologize for my
22 voice. Something that no one is discussing yet,
23 but it was brought up just momentarily is
24 Floresta grade school and the daycare that sits
25 right next to it. It's difficult enough for the

1 kids to get home on the north side of Walters
2 Terrace as it is now and no one is talking about
3 it, but it's going to be a big impact on the
4 school. How are the kids supposed to get across
5 a six-lane highway to get home every afternoon
6 and home in the morning. The traffic is a
7 nightmare around that school in the morning and
8 in the afternoons as it is. So please consider
9 that.

10 Also, you said there would only be one way
11 in and out of that entire neighborhood if either
12 one of the 2A or 2D are chosen. That's not safe
13 for us, it's not safe for the kids. And the
14 third thing I want to say is if we had proper and
15 adequate mass transit in this area, there would
16 be no need for a third bridge. Thanks.

17 MR. KRANE: Next speaker is Bruce Turner.

18 MR. TURNER: Bruce Turner, B-R-U-C-E,
19 T-U-R-N-E-R; 662 Northeast Horizon Lane. I've
20 had the privilege of enjoying the river now for
21 the last twenty years or so. It's a beautiful
22 place. I don't know if many of you take the time
23 to enjoy it. About 15 years ago I discovered a
24 really outstanding area of the river, it's the
25 best part of the river. Unfortunately, it's the

1 part that the City would like to go right through
2 the middle of. Currently there are five osprey
3 nests there, one would be right underneath where
4 1C is going to go now. About three or four years
5 ago, I alerted the local Environmental Protection
6 Agency, I guess it was, or maybe the Department
7 of Environmental Protection, one or the other,
8 that there was an eagle's nest there. So for one
9 year I was able to enjoy watching the eagles.
10 But, unfortunately, they didn't come back. They
11 don't get along with the ospreys very well.

12 I think the importance of this is if you
13 want to see another osprey nest, you have to go
14 all the way to the other side of Port St. Lucie
15 Boulevard to see one or you can go about a
16 quarter of a mile north of the Port St. Lucie --
17 I mean Prima Vista bridge to see one. But right
18 in this area there are five. Now that tells you
19 something about this area.

20 I think it would be a real shame -- you
21 know, I've enjoyed it for all these years, but
22 the next generations that would be coming, I
23 think it's going to be a shame if we knock this
24 over and put the bridge through. I'm not against
25 having a bridge. I voted for it, but this area

1 is just so unique, it'd be shame to lose it.
2 Thank you.

3 MR. KRANE: Two minutes. The next speaker
4 is Ben Lombardi.

5 MR. LOMBARDI: My name is Ben Lombardi;
6 B-E-N, L-O-M-B-A-R-D-I; and I live at 1450
7 Southeast Ashford Place in the Villas of the
8 Village Green, directly across the street from
9 this building, across U.S.1 from this building.
10 I'm here to give you my -- I thank you very much
11 for this fantastic presentation, but the
12 presentation would be moot if we pick the wrong
13 option and the wrong option -- the right option
14 is 1C and it has to be considered as the only
15 option. Common sense dictates -- common sense
16 dictates that 1C is the option.

17 If you decide to do the Walters Terrace
18 option, there's going to be more destruction of
19 houses in this low economy. The people, there's
20 now way they're going to get the money they're
21 supposed to get. Whereas, for 1C it's already
22 done.

23 And personally when this road comes to
24 Veterans Memorial Parkway, it comes right to our
25 front door for the Villas of the Village Green.

1 There's no way we would be -- that would not
2 improve our way of life in any way. It's going
3 to impact us greatly. How do we get -- There's
4 no way you get paid back for anything like that.
5 There are all kinds of things and new exits, new
6 this, new that. The name of the game is it's no
7 good, it doesn't play. The right way to go is to
8 go 1C, less people get hurt and it's paid for.

9 MR. KRANE: Gary King. Gary King?

10 We'll move on to the next speaker. Tom
11 McMath. Tom McMath?

12 The next speaker is Vernie Dickens. Vernie
13 Dickens?

14 The next speaker is Kevin Delashmutt. Kevin
15 Delashmutt?

16 The next speaker is Nicholas Jones.
17 Nicholas Jones?

18 MR. JONES: Greetings. I'm Nicholas Jones,
19 N-I-C-H-O-L-A-S, J-O-N-E-S. I live at 1499
20 Southeast Buckingham Terrace. From reviewing the
21 documents today, it's obvious that we do need to
22 do something about the traffic situation because
23 in a few years, it's going to get pretty bad. So
24 thanks for the foresight on this matter.

25 Additionally, I think that if we do have to

1 build a bridge, a new bridge, it should probably
2 be 1C, because it's going to have the least
3 all-around impact on the residents, as well as
4 the environment, maybe not so much the
5 environment. But if we're going across with a
6 bridge, we're going to make a mess either way.
7 If there were some other options, it'd be great
8 to consider it, but I believe we've already
9 pretty much decided it's not feasible.

10 I would like to address the fact that a lot
11 of people that may not be in the easement are
12 probably going to have their property values
13 affected due to there being a bridge or road in
14 their backyard that was perhaps woods there
15 before. So those that may be affected by this
16 situation, I think you guys should really
17 consider offering them some sort of compensation
18 for their property value or for just the eyesore
19 alone, not so much just the noise or the actual
20 taking of the property, I think you should take
21 it one step further. Thank you.

22 MR. KRANE: The next speaker is Thomas
23 Ladomirak.

24 MR. LADOMIRAK : Good evening. My name is
25 Thomas Ladomirak. I address is 2152 Southwest

1 Madrugo Street. My preferred route is 1C, after
2 hearing the presentation that it would have the
3 least effect on the residents; and my second
4 choice, if for whatever reason that was not
5 chosen, it would be either 2A or 2D. The main
6 reasons are both 1C, 2A and 2D connect to
7 existing -- or will become existing intersection
8 by connecting to both Walton Road and Village
9 Green Boulevard. I think the other alternative
10 would end up creating a T intersection on U.S.1,
11 which will just further aggravate the traffic
12 pattern on U.S.1. So I'm hoping that one of
13 those three choices will be chosen.

14 As far as the properties that abut the
15 right-of-way to the bridge, I would hope that
16 maybe some sort of wooded buffer or tree buffer
17 could be created, in addition to any type of
18 sound barrier, so that if a residence had to back
19 up to the bridge right-of-way or a roadway, it
20 would create a nice -- I know they did something
21 like that in St. Lucie West out in -- Trying to
22 think of the section there. It was out there
23 west of California, the homeowners got with the
24 City and they made some adjustments and they both
25 did pretty good. Thank you very much.

1 MR. KRANE: Next speaker is Maureen Lee.
2 Could you say that one more time?

3 AUDIENCE MEMBER: She wants to put it in, in
4 writing.

5 MR. KRANE: The next speaker is Raenelle
6 Apissomian.

7 MS. APISSOMIAN: You did very well. My name
8 is Raenelle Apissomian, R-A-E-N-E-L-L-E,
9 A-P-I-S-S-O-M-I-A-N; and I live on 2142 Southeast
10 Morningside. By way of introduction, I want you
11 all to know that I am an environmentalist. I saw
12 them construct the Jensen Beach Causeway. At the
13 first meetings it was seemingly horrified and
14 then you come out on the other end saying it's
15 pretty wonderful and beautiful mitigation and the
16 area is just as hospitable, as I can tell from
17 looking on the outside.

18 So I do support the need, in spite of or
19 with the environmental concerns being included,
20 to have this alternative and to have this
21 Crosstown Parkway completed. I do support --
22 however, a contradiction to some of the people, I
23 do support bringing it to Alternative 2A on
24 Walton because of the efficiency of connecting to
25 existing roadways and Walton Road very

1 efficiently going out to Indian River Drive and
2 other areas of our back roads of Lennard and so
3 forth.

4 I do feel that when we came here, we were
5 helping with the planning of the City and this
6 center area, we were very excited to be a part of
7 it. I would love to see 2A used so that the
8 traffic would be moved into our area for greater
9 both business and the Center City. I'd love to
10 see it for that reason. I am sorry if that
11 alternative would bring difficulty to some of the
12 homes in the area, but that's my impression.

13 And the other impression is farther seeing
14 down the line, we will need another access across
15 to Hutchinson Island. There is nothing between
16 Jensen Beach and the south bridge Fort Pierce.
17 That's about 15 miles to go for people who live
18 on the island to get off.

19 MR. KRANE: Two minutes.

20 MS. APISSOMIAN: I would like a Walton Road
21 bridge going across. Thank you.

22 MR. KRANE: Next speaker is Shari Anker.
23 Shari Anker?

24 The next speaker is Don Nilsson.

25 MR. NILSSON: My name is Don Nilsson and I

1 represent Villas of the Village Green, President.
2 The spelling of my name is D-O-N, N-I-L-S-S-O-N.

3 As far as we have watched this for probably
4 the better part of last six years, 1C is the way
5 to go. It's bought, it's paid for, and it would
6 have the less impact. 2A or 2B impacts our whole
7 community very bad. Thank you very much.

8 MR. KRANE: Next speaker is Swanrick Sitton.
9 Rick Sitton?

10 MS. SITTON: Actually, my name is Susan
11 Sitton. We didn't know which one of us would
12 speak, so we put Susan or Rick. So it's not
13 Swanrick. I live at 1291 Southeast Coral Reef
14 Street. I live approximately two blocks north of
15 Walters Terrace. I did vote for the bridge
16 project. Way back then, to my knowledge, it was
17 about 2008 that routes 2A and B were going to be
18 considered. In my opinion, 2B is ludicrous
19 because of the high cost and the two terrible
20 intersections. They'd have to go Manth to
21 Floresta and this to there and tons of traffic.
22 2A totally blocks in my whole neighborhood, no
23 egress -- no entry or egress, except for the one
24 that's been said before.

25 And 1C, to me, is the way to go. Already

1 all the homes have been demolished, purchased at
2 prime prices. The City paid for them already.
3 For the City to have to come in and purchase
4 more, more and more nice neighborhood homes who
5 had no clue that they would be any in danger -- I
6 live right on the river. I can look right up and
7 look down and have people throwing tires or
8 whatever. That wasn't any -- And then there's
9 the school in the neighborhood for the children
10 and whatnot. 2D I think is out. And 2A people
11 seem to be considering. From the presentation, I
12 think it's 1C or 2A I thought was leaning
13 towards, but 1C is what everyone was leaning
14 towards and that's kind of where we've been.

15 It's kind of like a war zone already down to
16 West Virginia. So you might as well go with it,
17 end up right here at City Center, the existing
18 intersection of Village Green and get the people
19 over to City Center where we want people to be.
20 Thank you.

21 MR. KRANE: The next speaker is Fred Cook.
22 Fred Cook?

23 MR. COOK: Good evening, ladies and
24 gentlemen. I gave this speech yesterday at the
25 transportation meeting. So anyone that's here

1 that was here yesterday, they know what I'm going
2 to say. My name is Fred Cook. I'm a resident of
3 the City of Port St. Lucie for 26 years, very
4 active. I was on the Planning & Zoning Board for
5 almost ten years and that's when I became
6 involved in the Crosstown Parkway. It was the
7 West Virginia Corridor at that time. What we did
8 is tried to get some constellation of distances
9 between us and U.S.1.

10 Now, most of you have heard tonight that --
11 Actually, this road program started in 1980 with
12 General Development Corporation. They put it in
13 the Comp Plan. I helped with the Comp Plan in
14 1990 and we made sure that it stayed there and we
15 designated 1C as the method of getting cross the
16 river.

17 Now, the reason that we want 1C is very
18 simple. It's maybe not the shortest route, but
19 it's the most non-destructive route. It goes
20 across the river, it doesn't cross the river
21 twice, which some people have complained about.
22 The Port St. Lucie goes across the river twice,
23 no problem. The idea of 1C, again, it's simple,
24 it's straightforward, it doesn't meander through
25 other neighborhoods that make 150 people have to

1 move to make the highway go through another
2 neighborhood.

3 MR. KRANE: Two minutes.

4 MR. COOK: It stops at the Vance (phonetic)
5 area, which is neighborhood occupied by people
6 that want to stay there.

7 MR. KRANE: Two minutes, please.

8 MR. COOK: I'm get getting closer. I
9 started with three pages, I'm down to one. So
10 the idea is --

11 MR. KRANE: If you want to continue with
12 comments, I'll call you again at the end when
13 everybody else gets their chance.

14 MR. COOK: I'd like to be able to finish
15 this part here, because I think it's detrimental
16 to the program. Can I have a couple minutes
17 or --

18 MR. KRANE: If you don't mind, we have about
19 six more speakers and then we'll call names of
20 the people that want to come back up and finish.

21 MR. COOK: Okay, I'll come back up and
22 finish.

23 MR. KRANE: The next speaker is Ed Cartossa
24 and following Ed Cartossa will be Jean McKean.
25 Ed Cartossa?

1 We'll have Jean McKean.

2 MS. McKEAN: My name is Jean McKean,
3 J-E-A-N, M-C-K-E-A-N. I live at 816 Evergreen
4 Terrace. Nobody here wants a bridge in their
5 front yard and I don't blame them, but those of
6 us who care about the environment really don't
7 want 1C, which does more destruction than any
8 other one. Another speaker spoke of the
9 Savannas. I'm going to speak of the Halpatiokee
10 Preserve that was paid for by the taxpayers to be
11 a preserve, which means keep this exactly as it
12 is.

13 This bridge will destroy it and to say that
14 they can mitigate it by moving it a thousand feet
15 is ridiculous, because it is the sole habitat of
16 certain plants and animals in this county and one
17 of the last few natural places that we have left.
18 I hope sincerely that they will consider the
19 environment instead of people just not wanting it
20 here.

21 MR. KRANE: George Micklow followed by Mike
22 Ames. George Micklow?

23 MR. MICKLOW: George Micklow. Thank you.
24 That's G-E-O-R-G-E. Last name M-I-C-K-L-O-W. I
25 reside at -- I have a residence at 1161 Southeast

1 Media Lane, which borders right on West Virginia
2 east of Floresta. First, I want to commend the
3 City for undertaking this project. I've known
4 about the project for a long time. The project
5 really exceeded my expectation when I saw it. I
6 want to thank you for that.

7 We're all kind of familiar with a landmark
8 down in Stuart called Confusion Corner. Well, I
9 hate to tell you, but I think we have developed
10 our on confusion corner, and the other people
11 have brought this to your attention, that's the
12 corner of Crosstown Parkway and West Virginia and
13 Floresta. That's a very, very dangerous
14 intersection. I see cars stacked ten deep
15 sometimes around the people getting out of work.
16 Also, I see a cross over there. Someone probably
17 lost their life. I really encourage the City to
18 do something about that intersection; and it'd
19 pose a liability for you to neglect it. I'm sure
20 the Engineering Department can do something about
21 it to make it safe. I thank you.

22 MR. KRANE: The next speaker is Mike Ames
23 followed by Frank Alessi. Mike Ames?

24 Frank Alessi? Frank Alessi followed by
25 Julianne Gagliardo.

1 MR. ALESSI: The name is Frank Alessi,
2 that's A-L-E-S-S-I. I live at 1462 Berwick Court
3 in Villas of Village Green. Ladies and
4 gentlemen, thank you very much for giving me the
5 opportunity to speak. I understand the
6 environmental concerns and I can appreciate where
7 the people are coming from when they're talking
8 about 1C. My concern is with Route 2. That is
9 totally impossible. It can't be done and I'll
10 tell you why. You're asking the people on both
11 sides of the community next to U.S.1, which
12 includes the Villas of Village Green, a private,
13 gated community, you're asking them to suffer the
14 brunt, to pay the price for the entire city.
15 You're asking us to live next to a six-lane
16 superhighway next to U.S.1, which is already six
17 lanes, and then widen Veterans Memorial Park with
18 53,000 car movements a day. And then you think
19 by putting up a 20-foot wall, oh, we're
20 protected. We'll have the noise. We have to
21 breathe the air quality that will be totally
22 diminished.

23 Let me tell you this: I've worked traffic
24 control in Detroit many years. I'd been in law
25 enforcement there since -- And let me tell you

1 that if you think you're going to have a traffic
2 light at Veterans Memorial Parkway, you're going
3 to have tractor-trailers day and night driving
4 that route, because i's a limited access highway.
5 Once the Crosstown Parkway is open, that traffic
6 is going to be moving and that's the main route
7 they're getting to take to U.S.1. And all we
8 hear day and night is traffic starting and
9 stopping from Veterans Memorial Parkway to the
10 next light. And there's no way, because U.S.1
11 is -- You know the traffic patterns on U.S.1.
12 It's already backed up and Veterans Memorial
13 Parkway is only two lanes wide at this point.

14 I'm going to tell you if you want to do 2A,
15 fine, you're going to have to buy out the
16 communities on the north and the south because
17 your plan is grossly unfair and makes us pay the
18 price. The property values will drop by 50
19 percent right away. Thank you.

20 MR. KRANE: After Julianne Gagliardo, Jim
21 Adams.

22 MS. GAGLIARDO: My name is Julianne
23 Gagliardo, J-U-L-I-A-N-N-E, G-A-G-L-I-A-R-D-O. I
24 reside at 1198 Southeast Clifton Lane. I used to
25 live with my mother at 1285 Southeast Wade

1 (phonetic) Lane, which is right there at Floresta
2 and West Virginia. I know exactly what you're
3 talking about with that traffic, it's terrible.

4 With all due respect, 1C has not been bought
5 and paid for. My mom and her neighbor, their
6 houses are still there. So it has not been
7 bought and paid for. I think that's really
8 important to remember. So when we consider 1C
9 and consider all of these different things,
10 somebody's going to be affected, somebody's going
11 to have the traffic, somebody's going to have the
12 noise, somebody's going to have to do it. It is
13 what it is.

14 I think it's important to consider the
15 environment. Once you destroy the environment,
16 it's gone forever. We're talking
17 eighteen-and-a-half acres of land destroyed for
18 doing this. You cannot replace this at all.
19 Which brings me to my concerns. Somebody is
20 going to be impacted. You're going to have to
21 purchase more property.

22 I'm really happy to see there's a relocation
23 benefit. But how is the District -- sorry -- the
24 City going to determine how much they're going to
25 pay for the house? Consider the housing market,

1 it stinks right now. People are out of work.
2 It's hard to get mortgages. I'm really concerned
3 about the families that have been established in
4 our City, like my mom and her neighbors, for
5 thirty plus years to have relocate in this
6 economy.

7 I'd also like to ask about Floresta, if it's
8 just to be one or two lanes and this thing is
9 going through, that also needs to be looked at.
10 I thank you for your time.

11 Oh, and one other comment. The presentation
12 was very well thought out and very well done. If
13 it could be posted on the website -- There was a
14 lot to take in, especially after working all day.

15 MR. KRANE: We'll do that.

16 MS. GAGLIARDO: Thank you.

17 MR. KRANE: The next speaker is Jim Adams.
18 Jim Adams?

19 MR. ADAMS: Hi, my name is Jim Adams.
20 That's J-I-M, A-D-A-M-S. I live at 1301
21 Southeast Mohave Street. I'm a relative newcomer
22 to the City. I've only been here three years.
23 From all I've heard, a lot of the work has
24 already been done with regard to 1C and it will
25 impact the fewest number of residents and the

1 fewest businesses. And as far as the environment
2 is concerned, building a bridge over a river
3 doesn't hurt the river. The river is down below.
4 So with money as tight as it is and most of the
5 work being done on 1C already, it's the only one
6 that makes any sense. Thank you.

7 MR. KRANE: I have three people that I'll
8 call back again, if they wish to speak. But I
9 need to read three letters into the record. The
10 first letter is from Rogelio Gonzalez, TAC
11 Chairman. This letter -- "To whom it may
12 concern: This letter expresses support of the
13 St. Lucie Technical Advisory Committee, TAC, for
14 Alternative 1C of the proposed Crosstown Parkway
15 Extension Project. After a presentation and
16 extensive discussion on the alignment
17 alternatives for the Crosstown Parkway Extension,
18 at the regularly scheduled meeting with TAC;
19 St. Lucie Citizens Advisory Committee, CAC; and
20 St. Lucie Bicycle Pedestrian Advisory Committee,
21 BPAC, each committee recommended approval of
22 Alternative 1C. These recommendations were based
23 on an evaluation of environmental, traffic and
24 socioeconomic impacts that are expected to result
25 from each alternative. The TAC appreciates the

1 opportunity to review the proposed Crosstown
2 Parkway Extension Project and looks forward to
3 the further development of the project.

4 Sincerely Rogelio Gonzalez."

5 From Kevin Trepanier, the CAC Interim
6 Chairman. "To whom it may concern: This letter
7 expresses the support of the St. Lucie Citizens
8 Advisory Committee, CAC, for alternative 1C of
9 the proposed Crosstown Parkway Extension Project.
10 After presentation and extensive discussion on
11 the alignment alternatives for the Crosstown
12 Parkway Extension, at a regularly scheduled joint
13 meeting of the CAC; St. Lucie TAC; St. Lucie
14 Bicycle and Pedestrian Advisory Committee, each
15 committee recommended approval of Alternative 1C.
16 These recommendation were based on evaluation of
17 the environmental, traffic and socioeconomic
18 impacts that are expected to result from each
19 alternative. The CAC appreciates the opportunity
20 to review the proposed Crosstown Parkway
21 Extension Project and looks forward to the
22 further development of the project. Sincerely,
23 Kevin Trepanier."

24 The third is from Sean McKenzie, BPAC
25 Chairman. "To whom it may concern: This letter

1 expresses the support of the St. Lucie Bicycle
2 and Pedestrian Advisory Committee, BPAC, for
3 Alternative 1C of the proposed Crosstown Parkway
4 Extension Project. After a presentation and
5 extensive discussion on the alignment
6 alternatives for a Crosstown Parkway extension,
7 at a regularly scheduled joint meeting of the
8 BPAC, St. Lucie Technical Advisory Committee and
9 St. Lucie Citizens Committee, each committee
10 recommended approval of Alternative 1C. These
11 recommendations were based on the evaluation of
12 the environmental, traffic and socioeconomic
13 impacts that are expected to result from each
14 alternative. The BPAC appreciates the
15 opportunity to review the proposed Crosstown
16 Parkway Extension Project and looks forward to
17 the further development of the project.
18 Sincerely, Sean McKenzie."

19 I'll now recall the three individuals who
20 ran out of time. First Robert Riley, if you'd
21 like to make additional comments.

22 MR. RILEY: I'd like to say someone else
23 complained about the problem with Floresta at the
24 corner with the bushes blocking the view. It's
25 important to be reviewed because it is an unsafe

1 condition. But what I'm speaking of, I'm the one
2 who mentioned putting in the causeway through
3 Hutchinson Island and I started to tell you how
4 to get this done.

5 We have a nuclear power plant sitting on a
6 beach. That nuclear power plant is subject to
7 terrorist attacks, believe me it is. If I had a
8 boat and with a rocket launcher, I could have
9 blown it up. The Homeland Security Agency in
10 D.C. has more money than they know what to do
11 with. I think if you present this, by the right
12 person, to them directly, you ought to be able to
13 hit them for at least 500 million. That's not a
14 lot of money for them. That's lunch money, as
15 far as they're concerned.

16 Stress the fact if there's a terrorist
17 attack, they'll need an escape route from
18 Hutchinson Island so the people aren't killed.
19 It benefits us a lot of ways. They're not
20 interested in that, they're only interested in
21 taking care of terrorists and preventing
22 terrorist attacks and to give aid to people who
23 are injured in terrorist attacks. So if it's
24 presented by the right person, some politician,
25 properly, we could get the money, I know. I

1 lived outside of D.C. for 25 years. I dealt with
2 the politicians. I had a congressmen for a
3 brother-in-law. I know how to work. May have to
4 do something for them like name a road after them
5 or a causeway or something for 500 million.
6 Thank you.

7 MR. KRANE: Thank you. Next I'll recall
8 Mr. Bruce Turner. Bruce Turner?

9 I'll recall Mr. Fred Cook, if you'd like to
10 make some additional comments. Fred Cook.

11 MR. COOK: Thank you, sir. Again, Fred Cook
12 back again. I just want to add the last few
13 sentences here that I had. The fact that there
14 is a conceptual plan in the computer and if it's
15 in the computer, people can see what it's going
16 to look like and it's a very beautiful piece of
17 work, if it's there.

18 Now, the thing of it is, it's in the
19 computer, people are begging to go to work. The
20 money is available and yet everybody is dragging
21 their feet for another five years for something
22 that's ten years behind schedule already. So
23 let's get this thing going without any further
24 adieu, please, because I intend to be here and
25 help put Mr. Walter England's dedicated plate on

1 that bridge when it's finished. Thank you very
2 much.

3 MR. KRANE: We did have one more person that
4 was cut off. Miss Eovaldi, if you were not
5 finished with your comments, I know I had to cut
6 you off, too. If you're still here. Okay, thank
7 you.

8 MR. DAVIS: First, I'd like to, before we
9 conclude tonight, ask the Mayor if she would like
10 to come up and make some comments.

11 MAYOR FAIELLA: Thank you everyone for
12 coming tonight. I just want to thank everyone
13 for their participation and their input tonight.
14 I also want to thank our staff who worked very
15 diligent and hard work to get it to where it is
16 today and also our consulting company who worked,
17 also, very closely with us to get us to this
18 point.

19 We will make a decision and, as everybody
20 says, 1C looks like the alternative here, but
21 we'll see. But I want to thank everybody for
22 coming tonight and participating. We did have a
23 great turnout. Again, I thank you.

24 MR. DAVIS: Thank you, Mayor. If no one
25 else desires to speak, I wish to remind you that

1 written statements and/or exhibits may be
2 presented in lieu of or in support of oral
3 statements made here tonight. Written statements
4 can be sent to the attention of Miss Patricia
5 Roebling, P.E., City Engineer, City of Port
6 St. Lucie, 121 Southwest Port St. Lucie
7 Boulevard, Port St. Lucie, Florida 34984.

8 If written statements are received within
9 ten days after the date of this hearing, they
10 will be included as part of the hearing record.
11 Written statements may also be deposited in the
12 comment box we have here tonight.

13 The verbatim transcript of tonight's oral
14 proceedings, together with all the materials
15 displayed at this hearing, will be made part of
16 the project decision-making process and will be
17 available for public review at the City
18 Engineer's office.

19 Again, we'd like to thank all of you for
20 taking your evening and sharing your thoughts and
21 comments with us tonight and for attending this
22 public hearing. At 8:40, this hearing is
23 officially adjourned.

24 (Thereupon, at 8:40 p.m., the hearing was
25 concluded.)

1 STATE OF FLORIDA)
2 : SS
3 COUNTY OF MARTIN)

4
5 CERTIFICATE

6 I, MARCELLA R. SAMSON, a Shorthand Reporter and Notary
7 Public of the State of Florida at Large, certify that the
8 foregoing hearing was stenographically reported by me and
9 is a true and accurate transcription of said hearing.

10 I certify further I am neither attorney nor counsel
11 for, nor related to, nor employed by any of the parties to
12 the action in which the hearing is taken and, further, that
13 I am not a relative or an employee of any attorney or
14 counsel employed in this case, nor am I financially
15 interested in the outcome of this action.

16 DATED this 3rd day of October, 2011

17 Marcella R. Samson

18 MARCELLA R. SAMSON

19 THIS TRANSCRIPT IS DIGITALLY SIGNED

20 SHOULD THERE BE ANY CHANGE MADE,
21 THE SIGNATURE WILL DISAPPEAR

